



Exhibit “2”

<b>Shipper</b> CORPORACION DE DESARROLLO AGRICOLA DEL MONTE S.A BARRIO TOURNON, SAN JOSE C.R.		<b>BILL OF LADING</b> Form B VOY. 004		<b>B/L ANR 14</b>	
<b>Consignee</b> DEL MONTE INTERNATIONAL GMBH - SWITZERLAND		<b>NETWORK SHIPPING LTD.</b> 241 Sevilla Avenue Coral Gables, FL 33134			
<b>Notify address</b> DEL MONTE (HOLLAND) B.V. KLAPPOLDER 170, BLEISWIJK 2665 MP (THE NETHERLANDS) TEL: +31 10 52 42 252 EORI NL 001238528					
<b>Local Vessel</b>	<b>From</b>				
<b>Ocean Vessel</b>	<b>Port of loading</b>				
STAR LEADER	MOIN, COSTA RICA				
<b>Port of discharge</b>	<b>Final Destination(if on-carriage)</b>				
ANTWERP					
<b>Marks &amp; Nos.</b>	<b>Number and Kind of packages: description og goods</b>	<b>Commodity No. Gross Weight Measurement</b>			
		<b>WEIGHT</b>			
	4710 CARTONS PINEAPPLES	59990,33		KGS	
	702 CARTONS PINEAPPLES	13182,00		KGS	
	BELOW DECK				
	11716 CARTONS PINEAPPLES	149224,36		KGS	
	3132 CARTONS PINEAPPLES	58812,00		KGS	
	2160 CARTONS PINEAPPLES	41256,00		KGS	
	LOADED IN CONTAINERS				
ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"		<b>ORIGINAL</b>			
ABOVE PARTICULARS DECLARED BY SHIPPER		SHIPPER' LOAD, STOWAGE AND COUNT			

<b>Freight charges</b>		SHIPPER'S DECLARATION AND CONDITIONS: UNLESS OTHERWISE STATED HEREON, THE SHIPPER'S DECLARATION AND CONDITIONS SHALL APPLY TO THE ENTIRE BILL OF LADING. THE SHIPPER'S DECLARATION AND CONDITIONS SHALL BE THE BASIS FOR THE CARRIER'S LIABILITY. THE SHIPPER'S DECLARATION AND CONDITIONS SHALL BE THE BASIS FOR THE CARRIER'S LIABILITY. THE SHIPPER'S DECLARATION AND CONDITIONS SHALL BE THE BASIS FOR THE CARRIER'S LIABILITY.	
<b>Freight payable at</b>		<b>Place and date of issue</b> PORT MOIN, JANUARY 25TH 2014	
<b>Number of original B/L's</b> 3		Signed (for master) 	
<b>Additional clauses</b>			

## BREAKDOWN OF CONTAINERS ON B/L NUMBER ANR14

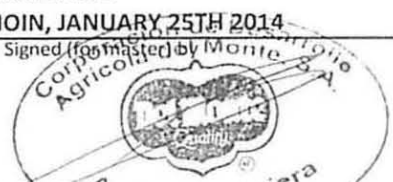
CONTAINER
FDFU2062907
FDFU2063591
SEGU9045047
SEGU9045617
SEGU9078251
TCLU1098055
TCLU1098538
TCLU1099299
TCLU1162811
TCLU1169354
TEMU9095846
TEMU9096122
TRIU8634576
SEGU9076428
SEGU9045920
TCLU1097700
TEMU9032391
TEMU9098167
TEMU9119383
TEMU9122540

-9388



ORIGINAL


Shipper CORPORACION DE DESARROLLO AGRICOLA DEL MONTE S.A BARRIO TOURNON, SAN JOSE C.R.		<b>BILL OF LADING</b> Form B VOY. 004		B/L ANR 16	
Consignee DEL MONTE INTERNATIONAL GMBH - SWITZERLAND		<b>NETWORK SHIPPING LTD.</b> 241 Sevilla Avenue Coral Gables, FL 33134			
Notify address DEL MONTE (HOLLAND) B.V. KLAPPOLDER 170, BLEISWIJK 2665 MP (THE NETHERLANDS) TEL: +31 10 52 42 252 EORI NL 001238528					
Local Vessel	From				
Ocean Vessel	Port of loading				
STAR LEADER	MOIN, COSTA RICA				
Port of discharge	Final Destination(if on-carriage)				
ANTWERP					
Marks & Nos.	Number and Kind of packages: description og goods	Commodity No. Gross Weight Measurement			
		WEIGHT			
	420 CARTONS PINEAPPLES BELOW DECK	5349,46 KGS			
	2265 CARTONS PINEAPPLES LOADED IN CONTAINERS	28848,85 KGS			
	FDPJ2062907 TCLU1099299 TEMU9087943 TEMU9095846 TEMU9122540				
ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"		<b>ORIGINAL</b> SHIPPER' LOAD, STOWAGE AND COUNT ABOVE PARTICULARS DECLARED BY SHIPPER			

<b>Freight charges</b> (The Bill of Lading is subject to the conditions, clauses, stipulations stated herein, on board the above Ocean Vessel and on board the above Local Vessel, if inland, above, for forwarding, subject to clause 10 on the reverse side of this Bill of Lading) The goods or packages are to be carried under the terms of the Bill of Lading, as specified above, for carriage from the place named (Port of Loading) to the place named (Port of Discharge) and agreed by clauses 7, 8, 9, 10, 11, 12 and 13 of the Bill of Lading and discharge, such carriage, and discharge being always subject to the exceptions, stipulations, conditions and clauses, hereinafter agreed, in the order and condition at the Port of Discharge stated above or such other port or place as is provided in the clauses hereinafter referred to, or at any other place as may be safely get, always above, where the Carrier's responsibility and liability, shall in all cases, and all circumstances whatsoever, remain, for delivery, until the above mentioned Consignee or to his or their assignee. If the Final Destination is named above the Goods shall be forwarded at Consignee expense and in accordance with clause 36 on the reverse side of the Bill of Lading subject to the exceptions, stipulations, conditions, and clauses therein or otherwise hereinafter agreed for delivery until the above mentioned consignee or to his or their assignee. Full freight hereunder shall be due and payable at the place where the Bill of Lading is issued by the Shipper in cash without deduction on receipt of the Goods or part thereof by the Carrier for shipment even if stated in the Bill of Lading to be payable elsewhere and shall be deemed to have been fully earned upon such receipt of such goods. As charges due hereunder together with freight (if not paid) at the port of loading are advanced shall be due from and payable on demand by the Shipper, Consignee, Charter of the goods or holder of this Bill of Lading (Who shall be jointly and severally liable to the Carrier therefor) at such port or place as the Carrier may require, vessel or cargo lost or not lost from any cause whatsoever. The freight stated herein to be paid or payable has been calculated and based upon the particulars of the Goods furnished by the Shipper. In the event the Carrier shall be entitled at any time to open and re-classify or re-weight and re-measure or re-value any goods, and freight shall be paid on the proper classification or the excess weight or measurement or value (if any) as the case may be so ascertained. The expense of and incidental to re-classifying or re-weighting or re-measuring or re-valuing shall be for the Carrier if the classification or weight or measurement or value as furnished by the Shipper is found to be correct, but otherwise such expenses shall be considered as freight and shall be earned and paid by the Shipper, Consignee or owner of the goods. The shipper shall, if required by the Carrier, do to its utmost efforts to demand to the carrier the advice or a bona fide receipt relating to the Goods. In accepting this Bill of Lading any local customs or privileges to the contrary notwithstanding the shipper, consignee and owner of the goods, and the holder of this Bill of Lading agree to be bound by all the stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the front or reverse side hereof as fully as if they were all signed by each Shipper, Consignee, Charter or holder. If the above ocean vessel is not chartered by or chartered by demise to the Company or Line by whom this Bill of Lading is issued (as may be the case notwithstanding anything that appears to the contrary) the Bill of Lading shall have effect only as contract of carriage with the Company or demise charterer, as the case may be, its principal made through the agency of the said company or line and all agents and shall be under no personal liability whatsoever in respect thereof. Agents signing this bill of lading on behalf of the said company or line have only the limited authority of common law of a broker's master signing a bill of lading. IN WITNESS WHEREOF the true and correct number of this bill of lading of this tenor and date have been signed one of which being, accompanied the others to stand void.	
<b>CONTINUED ON REVERSE SIDE</b>	
Freight payable at	Place and date of issue <b>PORT MOIN, JANUARY 25TH 2014</b>
Number of original B/L's <b>3</b>	Signed (for master) by Monte S.A. 
<b>Additional clauses</b>	



Shipper CORPORACION DE DESARROLLO AGRICOLA DEL MONTE S.A BARRIO TOURNON, SAN JOSE C.R.		<b>BILL OF LADING</b>  Form B  VOY. 004		B/L ANR 17	
Consignee DEL MONTE INTERNATIONAL GMBH - SWITZERLAND					
Notify address DEL MONTE FRANCE (SA) ZONE EURO DELTA 7 BOULEVARD DU DELTA - BÂT. DE3 BP 40116 94658 RUNGIS CEDEX TELEPHONE: (33) 1 41 76 01 84		NETWORK SHIPPING LTD. 241 Sevilla Avenue Coral Gables, FL 33134			
Local Vessel	From				
Ocean Vessel	Port of loading				
STAR LEADER	MOIN, COSTA RICA				
Port of discharge	Final Destination(if on-carriage)				
ANTWERP					
Marks & Nos.	Number and Kind of packages: description og goods	Commodity No. Gross Weight Measurement			
		WEIGHT			
	2775 CARTONS PINEAPPLES BELOW DECK	35344,62 KGS			
	12710 CARTONS PINEAPPLES LOADED IN CONTAINERS	161884,74 KGS			
ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"		FIDPU2063591/SEGU9045617/SEGU9045920/SEGU9075967/TCLU1098055/ TCLU1099299/TCLU1162811/TEMU9087943/TEMU9095846/TEMU9097514/ TEMU9119383/TEMU9135255/TEMU9122540/			
ABOVE PARTICULARS DECLARED BY SHIPPER		SHIPPER' LOAD, STOWAGE AND COUNT			

ORIGINAL

<b>Freight charges</b> <small>SUPPLIER is required good order and condition, unless otherwise stated herein, on board the above Ocean Vessel (or on board the above Local Vessel if named above, for forwarding subject to clause 35 on the reverse side of this Bill of Lading) the goods or packages said to contain goods, hereinafter called "the Goods," specified above for carriage from the above named Port of Loading (or other port or place determined by the Carrier under the last clause 35) to the above Ocean Vessel (or vessel substituted under the last clause 35) on a voyage as described and agreed by clauses 2, 3, 4, 10, 11, 12 and 13 of the Bill of Lading and discharge, such carriage, and discharge being always subject to the exceptions, limitations, conditions and clauses, hereinafter agreed in the order and conditions of the Port of Discharge named above or such other port or place as is provided in the clauses hereinafter referred to, or as may hereafter be determined by the Carrier, subject to the Carrier's responsibility and liability, that in all cases and all circumstances whatsoever finally arise, for delivery unto the above mentioned Consignee or to his or their assigns.</small>		<small>based upon the particulars of the Goods furnished by the Shipper, to the carrier, the Carrier shall be entitled at any time to open and re-weigh, or re-measure, and re-measure or re-weigh any goods and freight shall be paid on the proper classification of the goods, weight or measurement (or value of any) as the case may be so ascertained. The expenses of and incidental to re-weighing or re-measuring or re-measuring shall be the Carrier if the classification or weight or measurement or value as furnished by the Shipper is found to be correct, but otherwise such expenses shall be considered as freight and shall be borne and paid by the Shipper, Consignee or owner of the goods. The shipper shall, if required by the Carrier, do so, furnish forthwith on demand to the carrier the invoice or a true copy relating to the Goods.</small>	
<small>If the final Destination is named above the Goods shall be forwarded at Consignee expense and in accordance with clause 36 on the reverse side of this Bill of Lading subject to the exceptions, limitations, conditions, and clauses therein or otherwise hereinafter agreed for delivery unto the abovementioned consignee or to his or their assigns.</small>		<small>If the above Ocean Vessel is not owned by or chartered by ( demise to the Company or Line by whom this Bill of Lading is issued (as may be the case notwithstanding anything that appears to the contrary) this Bill of Lading shall have effect only as contract of carriage with the Carrier or demise charterer, as the case may be, as principal made through the agency of the said company or line who act solely as agents and shall be under no personal liability whatsoever in respect thereof.</small>	
<small>Freight hereunder shall be due and payable at the place where this Bill of Lading is issued by the Shipper in cash without deduction on receipt of the Goods or part thereof by the Carrier for whom even it stated in this Bill of Lading to be payable elsewhere and shall be deemed to have been fully earned upon such receipt of such goods.</small>		<small>Agents acting this Bill of Lading on behalf of the said company or line have only the limited authority at common law of a seafarer's master signing a Bill of Lading.</small>	
<small>As charges due hereunder together with freight if not paid at the port of loading as aforesaid shall be due from and payable on demand by the Shipper, Consignee, Owner or the goods or holder of this Bill of Lading (Who shall be jointly and severally liable to the Carrier therefor) at such port or place as the Carrier may require, vessel or cargo lost or not lost from any cause whatsoever.</small>		<small>If within 90 days after the date of the above stated number of Bills of Lading all of the terms and date have been signed one of which being so accomplished this office to stand void.</small>	
CONTINUED ON REVERSE SIDE			
Freight payable at		Place and date of issue	
PORT MOIN, JANUARY 25TH 2014			
Number of original B/L's		Signed (for master) by	
3			
Additional clauses			

<b>Shipper</b> HACIENDA OJO DE AGUA, S.A. SAN RAFAEL DE OJO DE AGUA ALAJUELA, COSTA RICA.		<b>BILL OF LADING</b>  Form B		<b>B/L ANR 19</b>  VOY. 004	
<b>Consignee</b> DEL MONTE INTERNATIONAL GMBH - SWITZERLAND		<b>NETWORK SHIPPING LTD.</b> 241 Sevilla Avenue Coral Gables, FL 33134			
<b>Notify address</b> DEL MONTE (HOLLAND) B.V. KLAPPOLDER 170, BLEISWIJK 2665 MP (THE NETHERLANDS) TEL: +31 10 52 42 252 EORI NL 001238528					
<b>Local Vessel</b>  <b>Ocean Vessel</b> STAR LEADER	<b>From</b>  <b>Port of loading</b> MOIN, COSTA RICA				
<b>Port of discharge</b> ANTWERP	<b>Final Destination (if on-carriage)</b>				
<b>Marks &amp; Nos.</b>  ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"	<b>Number and Kind of packages: description of goods</b>  3112 CARTONS PINEAPPLES LOADED IN CONTAINERS		<b>Commodity No. Gross Weight Measurement</b>  WEIGHT 38682,76 KGS		
ABOVE PARTICULARS DECLARED BY SHIPPER		<b>SHIPPER' LOAD, STOWAGE AND COUNT</b>			

ORIGINAL

<b>Freight charges</b>  ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"	<b>CONTINUED ON REVERSE SIDE</b> <b>Freight payable at</b> PORT MOIN, JANUARY 25TH 2014	
<b>Additional clauses</b>  3	<b>Number of original B/L's</b> 3	




BREAKDOWN OF CONTAINERS ON B/L NUMBER ANR19

CONTAINER
FDPU2060294
TCLU1166210
TEMU9035678
TEMU9121797

ORIGINAL



<b>Shipper</b> HACIENDA OJO DE AGUA, S.A. SAN RAFAEL DE OJO DE AGUA ALAJUELA, COSTA RICA.		<b>BILL OF LADING</b> Form B VOY. 004		<b>B/L ANR 21</b>
<b>Consignee</b> DEL MONTE INTERNATIONAL GMBH - SWITZERLAND		<b>NETWORK SHIPPING LTD.</b> 241 Sevilla Avenue Coral Gables, FL 33134		
<b>Notify address</b> DEL MONTE (HOLLAND) B.V. KLAPPOLDER 170, BLEISWIJK 2665 MP (THE NETHERLANDS) TEL: +31 10 52 42 252 EORI NL 001238528				
<b>Local Vessel</b> From	<b>Ocean Vessel</b> Port of loading STAR LEADER MOIN, COSTA RICA			
<b>Port of discharge</b> ANTWERP	<b>Final Destination (if on-carriage)</b>			
<b>Marks &amp; Nos.</b>  ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"	<b>Number and Kind of packages: description of goods</b> 2760 CARTONS PINEAPPLES LOADED IN CONTAINERS  TEMU9035678 TEMU9116656		<b>Commodity No. Gross Weight Measurement</b> WEIGHT 34307,33 KGS	
<b>SHIPPER' LOAD, STOWAGE AND COUNT</b> ABOVE PARTICULARS DECLARED BY SHIPPER		<b>ORIGINAL</b>		

<b>Freight charges</b> (Text describing freight charges and conditions)	<b>CONTINUED ON REVERSE SIDE</b> Place and date of issue <b>PORT MOIN, JANUARY 25TH 2014</b> Signed (for master)	
<b>Freight payable at</b>	<b>Number of original B/L's</b> 3	
<b>Additional clauses</b>		




[illegible]

DM STAR LEADER 00029

<b>Shipper</b> PIÑALES LAS DELICIAS, S.A. DULCE NOMBRE DE TRES RIOS, FINCA MONTEALEGRE CARTAGO, COSTA RICA		<b>BILL OF LADING</b>  Form B  VOY. 004		<b>B/L ANR 23</b>
<b>Consignee</b> DEL MONTE INTERNATIONAL GMBH - SWITZERLAND				
<b>Notify address</b> DEL MONTE (HOLLAND) B.V. KLAPPOLDER 170, BLEISWIJK 2665 MP (THE NETHERLANDS) TEL: +31 10 52 42 252 EORI NL 001238528		<b>NETWORK SHIPPING LTD.</b> 241 Sevilla Avenue Coral Gables, FL 33134		
<b>Local Vessel</b> From				
<b>Ocean Vessel</b> STAR LEADER	<b>Port of loading</b> MOIN, COSTA RICA			
<b>Port of discharge</b> ANTWERP	<b>Final Destination (if on-carriage)</b>			
<b>Marks &amp; Nos.</b>  ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"	<b>Number and Kind of packages: description of goods</b>  5762 CARTONS PINEAPPLES LOADED IN CONTAINERS		<b>Commodity No. Gross Weight Measurement</b>  WEIGHT 74529,68 KGS	
<b>ABOVE PARTICULARS DECLARED BY SHIPPER</b>		<b>SHIPPER' LOAD, STOWAGE AND COUNT</b>		

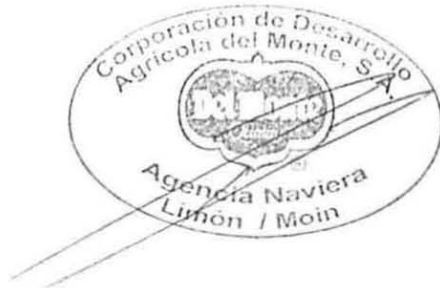
ORIGINAL

<b>Freight charges</b>  to be paid by the shipper or other party as may be determined by the carrier, on board the above Ocean Vessel or on board the above Local Vessel. If named above for forwarding subject to clause 35 on the reverse side of this Bill of Lading the goods or packages sent to consignee, hereinafter called "the Goods", shall be subject to the above named Port of Loading for other port or place determined by the Carrier under the said clause 35) by the above Ocean Vessel (or vessel substituted under the said clause 35) on a voyage as described and agreed by clauses 7, 8, 9, 10, 11, 12 and 13 of the Bill of Lading and discharge, such carriage and discharge being always subject to the exceptions, limitations, conditions and liabilities hereinafter agreed on sea order and conditions of the Port of Discharge named above or such other port or place as is provided in the previous hereinafter referred to, it is so near thereto as she may safely get, always about where the Carrier's responsibilities and liabilities shall in all cases and all circumstances whatsoever finally cease, for delivery into the above mentioned Consignee or to his or their assigns. If the final destination is named above the Goods shall be forwarded at Consignee expense and in accordance with clause 30 on the reverse side of this Bill of Lading subject to the exceptions, limitations, conditions, and liabilities therein or otherwise hereinafter agreed for delivery into the above mentioned consignee or to his or their assigns. Freight hereunder shall be due and payable at the place where the Bill of Lading is issued by the Shipper or such other party as may be named in the Bill of Lading to be payable elsewhere and shall be deemed to have been fully paid upon such receipt of such Goods. All charges due hereunder together with freight if not paid at the port of loading or elsewhere shall be due from and payable on demand by the consignee, or the carrier of the goods or holder of the Bill of Lading (who shall be jointly and severally liable to the Carrier therefor) at such port or place as the Carrier may require, vessel or cargo lost or not lost from any cause whatsoever. The freight stated herein to be paid or payable has been calculated and based upon the particulars of the Goods furnished by the Shipper to the carrier; the Carrier shall be entitled at any time to open and re-weigh or re-measure and re-assess or to value any goods and weight shall be paid on the proper classification of the excess weight or measurement or value (if any) as the case may be or ascertained. The expenses of and incidental to re-classifying or re-weighing or re-measuring or re-valuing shall be the Carrier's if the classification or weight or measurement or value as furnished by the Shipper is found to be correct, but otherwise such expenses shall be considered as freight and shall be borne and paid by the Shipper, Consignee or owner of the goods. The shipper shall if required by the Carrier as to the amount, forthwith, on demand to the carrier the value of a true copy relating to the Goods. In accepting this Bill of Lading any local customs or privileges to the contrary, notwithstanding the shipper, consignee and owner of the goods and the holder of the Bill of Lading agree to be bound by all the stipulations, exceptions and conditions stated herein whether written, printed, stamped or incorporated on the front or reverse side hereof, as fully as if they were all signed by such Shipper, Consignee, Carrier or holder. If the above ocean vessel is not owned by or chartered to the carrier, the carrier or its agent, it is hereby agreed that the Bill of Lading shall have effect only as contract of carriage with the carrier or its agent, as the case may be, as principal made through the agency of the said company or its agent, and not as agent and shall be under no personal liability whatsoever in respect thereof. Agents signing this Bill of Lading on behalf of the said company or its agent, shall be deemed to be acting as agents of the carrier. Its Bill of Lading (if the below stated number of Bills of Lading are of this tenor and date have been signed one of which being accompanied the others to stand void).	<b>CONTINUED ON REVERSE SIDE</b> <b>Freight payable at</b>  <b>Place and date of issue</b> PORT MOIN, JANUARY 25TH 2014 Signed (for master) by 
<b>Additional clauses</b> 3	

BREAKDOWN OF CONTAINERS ON B/L NUMBER ANR23

CONTAINER
TCLU1169729
SEGU9078267
SEGU9081255
TCLU1057375
SEGU9076428

ORIGINAL





VOY. 004

Marks & Nos.	Number and Kind of packages: description of goods
<p>ALL STATED QUANTITIES (PACKAGES / WEIGHTS) ARE CONSIDERED AS "SAID TO BE"</p>	<p>1120      CARTONS PINEAPPLES              LOADED IN CONTAINERS</p> <p>SEGU9076428 TCLU1057375 TEMU9122540</p>
	<p>ABOVE PARTICULARS DECLARED BY SHIPPER</p>

# ORIGINAL

SHIPPER' LOAD, STOWAGE AND COUNT

[illegible][illegible]

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 08-11-2010 BY 60322 UCBAW/STP

Place and date of Issue
-------------------------

Number of original B/L's	3
--------------------------	---

Signed (for master) by \_\_\_\_\_




<b>Shipper</b> PIÑALES SANTA CLARA, S.A. SAN GERARDO DE RIO CUARTO, GRECIA ALAJUELA, COSTA RICA		<b>BILL OF LADING</b> Form B VOY. 004		<b>B/L ANR 27</b>
<b>Consignee</b> DEL MONTE INTERNATIONAL GMBH - SWITZERLAND		<b>NETWORK SHIPPING LTD.</b> 241 Sevilla Avenue Coral Gables, FL 33134		
<b>Notify address</b> DEL MONTE (HOLLAND) B.V. KLAPPOLDER 170, BLEISWIJK 2665 MP (THE NETHERLANDS) TEL: +31 10 52 42 252 EORI NL 001238528				
<b>Local Vessel</b> From	<b>Ocean Vessel</b> Port of loading STAR LEADER MOIN, COSTA RICA			
<b>Port of discharge</b> ANTWERP	<b>Final Destination(if on-carriage)</b>			
<b>Marks &amp; Nos.</b>	<b>Number and Kind of packages: description og goods</b> 2184 CARTONS PINEAPPLES LOADED IN CONTAINERS	<b>Commodity No. Gross Weight Measurement</b> WEIGHT 28224,00 KGS		

ALL STATED QUANTITIES  
(PACKAGES / WEIGHTS)  
ARE CONSIDERED AS  
"SAID TO BE"

ORIGINAL

ABOVE PARTICULARS DECLARED BY SHIPPER

SHIPPER' LOAD, STOWAGE AND COUNT

<b>Freight charges</b> To SHIPPER (1) in respect of goods and conditions, unless otherwise stated herein, on board the above Ocean Vessel (or on board the above Local Vessel, if named above, for forwarding subject to clause 35 on the reverse side of this Bill of Lading) the goods or packages sent to consignee, hereinafter called "the Goods", furnished above for carriage from the above named Port of Loading (or other port or place determined by the Carrier under the said clause 35) to the above Ocean Vessel (or vessel substituted under the said clause 35) on a voyage as described and agreed by clauses 7, 8, 9, 10, 11, 12 and 13 of this Bill of Lading and discharge, such carriage and discharge being always subject to the exceptions, limitations, conditions and clauses hereinafter agreed in like order and condition at the Port of Discharge named above in such order and in place as is provided in the Clauses hereinafter referred to, or as may be determined as she may safely get, always afloat, where the Carrier's responsibilities and liabilities shall in all cases and all circumstances whatsoever finally cease, for delivery into the above mentioned Consignee or to his or their assigns. If the Final Destination is named above this Clause 35 on the reverse side of this Bill of Lading subject to the exceptions, limitations, conditions, and clauses therein or otherwise hereinafter agreed for delivery into the abovesaid consignee or to his or their assigns. Full freight (consent) shall be due and payable at the place where this Bill of Lading is issued by the Shipper in cash without deduction on receipt of the Goods or part thereof by the Carrier for shipment even if stated in this Bill of Lading to be payable elsewhere and shall be deemed to have been fully earned upon such receipt of such Goods. All charges due hereunder together with freight of not paid at the port of loading (or elsewhere) shall be due from and payable on demand by the Shipper, Consignee, Charter of the goods or holder of the Bill of Lading (who shall be jointly and severally liable to the Carrier therefor) at such port or place as the Carrier may require, vessel or cargo not or not left from any cause whatsoever. The freight stated herein to be due or payable has been calculated and	based upon the particulars of the Goods furnished by the Shipper to the carrier, the Carrier shall be entitled at any time to open and re-weigh or to weight and re-measure or to open any goods and freight shall be paid on the proper classification or the actual weight, no measurement or value of any of any as the case may be as ascertained. The expenses of and incident to re-weighing or re-measuring or re-measuring or re-weighing shall be the Carrier if the classification or weight or measurement or value as furnished by the Shipper is found to be correct, but otherwise such expenses shall be considered as freight and shall be earned and paid by the Shipper, Consignee or owner of the goods. The shipper shall, if required by the Carrier, as to the receipt forthwith on demand to the carrier the vessel or a true copy relating to the Goods. In accepting this Bill of Lading any local customs or privileges to the contrary notwithstanding the shipper, consignee and owner of the goods and the holder of this Bill of Lading agree to be bound by, as the stipulations, exceptions and conditions stated herein whether written printed, stamped or incorporated on the front or reverse side hereof as fully as if they were all signed by such Shipper, Consignee, Charter or holder. If the above ocean vessel is not named by or chartered to deliver to the Consignee or to his or their assigns (as may be the case) notwithstanding anything that appears to the contrary, the Bill of Lading shall have effect only as contract of carriage with the Carrier or demise charterer, as the case may be, as principal made through the agency of the said company or firm who act agents and shall be under no personal liability whatsoever in respect thereof. Agents signing this Bill of Lading on behalf of the said company or firm shall only the limited authority at common law of a warehouse receipt giving a Bill of Lading. BY SIGNATURE WHERE OF the below stated number of bills of lading all of the freight and date have been signed one of which being so accomplished the others to stand void.
<b>CONTINUED ON REVERSE SIDE</b>	
<b>Freight payable at</b> at	<b>Place and date of issue</b> PORT MOIN, JANUARY 25TH 2014
<b>Number of original B/L's</b> 3	<b>Signed (for master)</b> 
<b>Additional clauses</b>	

BREAKDOWN OF CONTAINERS ON B/L NUMBER ANR27

CONTAINER
TCLU1110145
TEMU9122540

ORIGINAL

